



SOUTHERN CALIFORNIA RAIL: How We Got Started

METRO ATLANTA CHAMBER OF COMMERCE COMMUTER RAIL SYMPOSIUM

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Context

- ❑ LOSSAN Rail Corridor Agency - 1985
- ❑ Light Rail opened in L.A. County - 1990
- ❑ Subway almost opened - 1993
- ❑ Local and state funding



The Right Place at The Right Time

- Timing and convergence of opportunity
- People, timing, place
- Strong champions in each county.



How We Got Organized

- ❑ SB 1402 - plan
- ❑ Interim JPA – structure, voting strength and funding shares
- ❑ SCRRA – 5 counties, 11 voting members
- ❑ Members: LACMTA, OCTA, RCTC, SANBAG, VCTC
- ❑ Ex Officio Members: SCAG, SANDAG, Caltrans



Preparing for Start-up

- ❑ Right of Way purchase
- ❑ Design & construction
- ❑ Rail cars and locomotives
- ❑ Cities responsible for stations
- ❑ Fare structure



Start-Up Surprises

- ❑ Community Concerns
- ❑ Controversy over car purchase
- ❑ Need to revitalize Union Station
- ❑ So fast – mostly under the radar – 5 counties, no major site of impact to focus on.
- ❑ On time, under budget – exceeded patronage from the start



Opening Day

- 3 Routes
- 12 Stations
- 115 Route Miles



Surprises After Start-up

- ❑ Destinations not all downtown
- ❑ Weekend and midday demand
- ❑ More parking /more feeder service
- ❑ New extensions every few months for several years
- ❑ 1994 earthquake
- ❑ Lead way for new commuter rail in Northern California (Capitol Corridor) & San Diego (Coaster)



“Get It Done” Ethic

- ❑ Laid aside parochial issues
- ❑ Learned together - tutorials
- ❑ Brought in best from all over the country & with freight rail experience
- ❑ Planned for a seamless trip



Get It Done” Ethic (cont’d)

- ❑ Made cities responsible for designing the stations and building them
- ❑ Visited and learned from others
- ❑ Expected nothing less than success



Legacy

- ❑ Revitalized several communities & reclaimed 'downtowns' in suburbs
- ❑ Contributed to successful local funding measures
- ❑ Long term impact – integral part of all development planning for Southern California

